

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1.-10. (Cancelled)

Claim 11. (New) 1. A door arrangement for closing an entry opening of a motor vehicle, comprising at least one swing-and-slide door which can be moved between a closed state and an open state, such that in the closed state, the swing-and-slide door closes an opening region assigned to it, and is situated in a first plane in which a side wall of the vehicle adjacent to the entry opening, is also situated; and in the open state, the swing-and-slide door opens up the opening region assigned to it, and is situated next to the entry opening in the longitudinal direction of the vehicle, in a second plane offset outward parallel to the first plane, on the outside in front of the side wall; wherein:

the entry opening is assigned two swing-and-slide doors, including a first swing-and-slide door and a second swing-and-slide door, which can be moved between the closed state and the open state;

the first swing-and-slide door is assigned to a first opening region of the entry opening;

the second swing-and-slide door is assigned to a second opening region of the entry opening, which second opening region directly adjoins the first opening region in the first plane;

in the closed state, the two swing-and-slide doors jointly close the entry opening and are situated in the first plane;

in the open state, the first swing-and-slide door is situated in the second plane, offset outward parallel to the first plane, and is arranged next to the first opening region and on the outside in front of the side wall; and

in the open state, the second swing-and-slide door is situated in a third plane that is offset outward parallel to the second plane, and is arranged next to the first opening region and on the outside in front of the side wall.

Claim 12. (New) The door arrangement as claimed in Claim 11, wherein one of the following is true:

the second plane is situated between the first plane and the third plane, so that, in the open state, the second swing-and-slide door is arranged on the outside in front of the first swing-and-slide door; and

the third plane is situated between the first plane and the second plane, so that, in the open state, the first swing-and-slide door is arranged on the outside in front of the second swing-and-slide door.

Claim 13. (New) The door arrangement as claimed in Claim 11, wherein the first swing-and-slide door is mounted on the vehicle in a manner such that it can be swung and displaced.

Claim 14. (New) The door arrangement as claimed in Claim 13, wherein the second swing-and-slide door is mounted on the vehicle in a manner such that it can be swung and displaced.

Claim 15. (New) The door arrangement as claimed in Claim 13, wherein the second swing-and-slide door is mounted on the first swing-and-slide door in a manner such that it can be swung and displaced.

Claim 16. (New) The door arrangement as claimed Claim 11, wherein:

the swing-and-slide doors can be moved into a half-open state; and

in the half-open state, the first swing-and-slide door closes the first opening region and is situated in the first plane, and the second swing-and-slide door is situated essentially in the second plane, and is arranged on the outside in front of the first swing-and-slide door next to the second opening region in the longitudinal direction of the vehicle.

Claim 17. (New) The door arrangement as claimed Claim 11, wherein:

the swing-and-slide doors can be moved into a half-open state; and

in the half-open state, the first swing-and-slide door is arranged in the second plane and on the outside in front of the side wall, next to the first opening region in the longitudinal direction of the vehicle, and the second swing-and-slide door is situated substantially in the second plane, and is arranged on the outside in front of the first opening region between the second opening region and the first swing-and-slide door in the longitudinal direction of the vehicle.

Claim 18. (New) The door arrangement as claimed in Claim 11, wherein the two swing-and-slide doors are of approximately equal dimensions in the longitudinal direction of the vehicle.

Claim 19. (New) The door arrangement as claimed in Claim 11, wherein the two swing-and-slide doors and the side wall adjacent to the first opening region are of approximately equal dimensions in a longitudinal direction of the vehicle.

Claim 20. (New) The door arrangement as claimed in Claim 11, wherein the first swing-and-slide door is arranged behind the second swing-and-slide door in the direction of travel, so that, in the open state, the swing-and-slide doors can be moved rearward with respect to the entry opening, relative to a direction of travel of the vehicle.